



**PDX COMMUNITY ADVISORY COMMITTEE MEETING #20**

Wednesday, October 19, 2016

12:30 – 3:30 pm

**Draft Notes**

Name	Interest Represented	Attendance
<b>VOTING MEMBERS</b>		
Erwin Bergman	Central Northeast Neighbors	Present
Tina Burke	Airport Employee	Present
Tony DeFalco	Environmental Justice	Absent
Walt Evans	Business Organization	Present
Katie Larsell	Portland Planning and Sustainability Commission	Present
Dick Goldie	East Multnomah County Neighborhood (City of Fairview, Gresham, Maywood Park, Troutdale, and Wood Village)	Absent
Maryhelen Kincaid	Citywide Land Use Committee	Absent
Brendan Korsgren	Passenger Airline	Absent
Micah Meskel <i>Alternate: Bob Sallinger</i>	Environment/Wildlife/Natural Resources	Absent
Jeff Owen	Multi-modal transportation representative	Present
Col. Jenifer Pardy <i>Alternate: Lt. Col. Jason Lay</i>	Military	Present
Robert Pinedo <i>Alternate: Joe Quitugua</i>	General Aviation	Present
Ahmed Abed-Rabuh	Air Cargo	Absent
Ron Glanville	East Portland Neighborhood Office	Present
Dr. Steven Sachs	Clark County neighborhood representative (Camas/Washougal)	Present
Martin Slapikas	North Portland Neighborhood Services	Absent
Mike Sloan	Vancouver neighborhood	Present
Joe Smith	PDX Citizen Noise Advisory Committee	Present
Adam Lyons	Northeast Coalition of Neighborhoods	Present
Corrina Chase	Columbia Slough Watershed Council	Absent





<b>NON-VOTING MEMBERS</b>		
Nick Atwell	PDX Wildlife Committee staff	Present
Barbara Cartmill	Clackamas County	Absent
Melissa De Lyser	Washington County	Absent
Chad Eiken <i>Alternate: Willy Williamson</i>	Vancouver Community Development Director (or designee)	Absent
TBD	Federal Aviation Administration	Absent
Vince Granato	Chief Operating Officer (or designee)	Absent
Dan Moeller	Metro	Present
Tom Armstrong	Portland Bureau of Planning and Sustainability Director (or designee)	Present
Gordy Euler	Clark County	Present
John Wasiutynski	Multnomah County	Absent

**Port Staff and Consultants Present:** Sam Imperati and Nellie Papsdorf, Institute *for* Conflict Management; Sean Loughran, Chris Neal, Dan Pippenger, Daren Griffin, and Chris White, Port of Portland.

**Public and Invited Guests Present:** None.

Introductory Comments

Mr. Sam Imperati called the 20th meeting of the PDX Community Advisory Committee to order at 12:30 p.m. and welcomed everyone to the meeting.

Mr. Imperati noted that Mr. Dan Pippenger would be standing in for Mr. Vince Granato at the meeting.

He welcomed two new members to the committee: Mr. Tom Armstrong, for the City of Portland (replacing Ms. Deborah Stein following her retirement) and Mr. Adam Lyons, the Executive Director of the Northeast Coalition of Neighborhoods.

Mr. Imperati reviewed the agenda and the meeting materials. He stated that following a short meeting, the committee would leave for a tour of the airport. He explained that the field trip was based on feedback from the committee that focused on making the meetings more interactive and noted that it was important to see the facilities and learn about the background and characteristics of the area. He added that as the airport progressed with its Airport Futures plan, there would be projects coming before the committee in the future, and the tour would allow the committee to view some of the projects that the committee has commented on.





Mr. Imperati informed the committee that in consideration of time, there would be no round table discussion at the meeting. He explained that similarly, Mr. Granato's recurring update would not be given orally but was available in hard copy format in the meeting packet.

Mr. Dan Pippenger introduced Mr. Chris Neal to the committee, noting that he had been hired by the Port as the new Chief of Public Safety. He explained that Mr. Neal had previously been the Deputy Federal Security Director for TSA at PDX Airport and welcomed him to the Port.

### Meeting Notes Approval

Mr. Imperati asked if there were any corrections that needed to be made to the June 22, 2016 meeting notes. Mr. Smith noted that he believed the Vancouver Mosaic Festival, referenced on page 8 of the meeting notes was actually the Vancouver Music Festival. Following that change, the June 22, 2016 meeting notes were approved unanimously.

### 2017 Meeting Dates

Mr. Imperati announced the following 2017 PDX CAC meeting dates: January 18, April 19, June 21, and October 18.

Mr. Walt Evans informed the committee that three or four years ago, the committee had held one of its meetings in the City of Vancouver. He suggested that it might be a good idea to hold a meeting there again in 2017, if rest of the committee was interested.

Dr. Steven Mark Sachs expressed support for the proposal. He noted that he could also invite the mayors of Washougal and Camas to attend, as he had discussed the PDX CAC with them and they had expressed interest in its work.

Mr. Imperati explained that it was important to build such relationships in order to develop a sense of respect that can be useful if and when issues arise.

Mr. Smith recommended moving the meeting up half an hour to begin at noon, in order to avoid afternoon traffic following the meeting.

### Chair Appointments

Mr. Imperati noted that staff would consider holding the June meeting in Vancouver and work with the PDX CAC Coordinating Committee to begin reaching out to jurisdictional representatives from Vancouver. He stated that they would report back later in the year.

Mr. Imperati announced that Mr. Mike Sloan was stepping down from his position as committee chair. Mr. Sloan explained that he had enjoyed his tenure as chair but was looking forward to increased free time. He informed the committee that he intended to continue serving on the committee, but not as chair. The committee thanked Mr. Sloan for his work.





Mr. Imperati explained that the Coordinating Committee had met to discuss the new appointments. He stated that the committee's current vice chair, Mr. Jeff Owen, was interested in assuming the chair position, if approved by the PDX CAC. He added that the Coordinating Committee had also recommended Col. Jenifer Pardy to serve as the new vice chair following Mr. Owen's appointment. Mr. Imperati noted that if there were other members who were interested in either of the positions, they could also propose themselves for nomination.

Dr. Sachs asked to hear from both of the candidates.

Mr. Owen stated that he had been involved in the committee for the past two or three years as its multi-modal representative. He explained that he enjoyed being a part of the committee and contributing to the development of its agendas as vice chair. He noted that he valued the input of everyone on the committee, and felt that with Mr. Sloan stepping down as chair, he was offered an exciting opportunity to take on a greater role.

Col. Pardy explained that the Oregon Air National Guard (ORANG) had been involved in the PDX CAC since its beginning and noted that she was entering into her third year of CAC membership. She stated that because the ORANG and the airport were very integrated operationally, they made for natural partners in their respective work. She added that the ORANG was also a significant part of the airport's neighborhood at-large and explained that it was important for the organization to stay involved in PDX CAC issues, as they could potentially impact the ORANG and the people that worked on its base. She informed the committee that she felt acting as vice chair would be a great opportunity for her to carry messages to the ORANG's workforce and to educate community members about the initiatives the advisory committee worked on.

Mr. Imperati asked for all those in favor of appointing Mr. Jeff Owen and Col. Jenifer Pardy as PDX CAC Chair and Vice Chair. The committee voted unanimously in favor of the appointments.

Mr. Joe Smith asked for five to six minutes at the PDX CAC's next meeting to discuss rural air service.

#### Natural Resource Program Update

Mr. Sean Loughran provided a presentation on the PDX CAC's Natural Resource program. He explained that the program had begun awarding funds in 2012 and gave a brief background on the program, noting that there were many members new to the committee who may not be familiar with the program's work.

Mr. Loughran reminded the committee that as part of the Natural Resource program, Port staff had worked on grassland mitigation of 300 acres on Government Island. He explained that the last time the committee discussed the project, Port staff, working with a contractor, had just begun planting on





the island. Mr. Loughran shared photographs of the project’s progress since then, informing the committee that the project had been a huge success.

Mr. Loughran then provided an overview of the Natural Resource program’s ad hoc committee recommendations for 2017 funding. He explained that the PDX CAC subcommittee that worked on the Natural Resource program included representatives from the City of Portland and the Multnomah County Drainage District, as well as PDX CAC members Ms. Corrina Chase, Mr. Tony DeFalco, and Mr. Micah Meskel. He noted that the committee met periodically throughout the year to identify projects, review them, and provide recommendations for improvement before they went before the PDX CAC for approval.

Mr. Loughran shared the following project selection criteria:

- Contribution to water quality and hydrologic improvement or habitat enhancement
- Community impact
- Social equity
- Consistency with other plans and regulatory requirements
- Accomplishes multiple objectives
- Match/leverage with other resources
- Long-term commitment to maintenance and monitoring
- Airport compatibility

Mr. Loughran stated that the first recommended project would provide funding to Friends of Trees for the next three years in order to implement multi-year natural area plantings at Columbia Children’s Arboretum, the Columbia Slough Natural Area, and May’s Lake and multi-year neighborhood tree plantings at non-owner occupied residential properties, with a focus on neighborhoods impacted by airport operations (Argay, Concordia, Cully, Parkrose, Parkrose Heights, Piedmont, Russell, Sumner, Vernon, Wilkes, and Woodlawn). Mr. Loughran informed the committee that the plantings at non-owner occupied residential properties helped the project address the selection criteria focused on social equity, as many non-owner occupied residential properties often had minimal tree cover. He noted that Friends of Trees also intended to do outreach in order to encourage more diversity in the people that planted the trees.

Mr. Loughran explained that since its inception, the program had awarded funding each year to Friends of Trees, as they had always done great work with their funding and always been great project partners. He noted that they also worked with the Columbia Slough Watershed Council to bring volunteers to help with their projects. He informed the committee that the total 2017 funding commitment would be \$71,644.

Mr. Ron Glanville noted that the Russell Neighborhood Association had benefitted greatly from the Friends of Trees programming, stating that they had hosted the organization’s operation at Parkrose Community United Church of Christ and Friends of Trees had done a great job.





Dr. Steven Sachs agreed that the proposals were very positive. He asked how diverting airport funds to such programs improved the airport. Mr. Loughran replied that the programs would not be considered a diversion of airport revenue. He explained that the Federal Aviation Administration required the airport to demonstrate that there was an airport benefit provided in such cases. He stated that in the case of the tree canopy proposal, the Columbia Slough Watershed Council was a partner in the Port's MS4 permit, which allowed the airport to spend airport revenue on projects that benefitted the slough.

Dr. Sachs asked if the project would improve maintenance or control the temperature of the water. Mr. Loughran responded that the trees would help manage storm water and provide shading, both of which benefitted the Columbia Slough.

Mr. Loughran reported that the ad hoc committee's second recommendation for funding was the Columbia Slough Watershed Council (CSWC) Columbia Slough Vegetation Maintenance Project. He explained that the three-year project was focused on taking care of the investments already made in the slough while also monitoring the benefits they have moving forward and identifying additional projects for funding. He stated that the first year of the project would focus on surveying past project sites and developing an inventory of projects and work needed at different sites. He explained that using this inventory, staff would partner with the CSWC Tech Team to prioritize projects based on the Natural Resource program's selection criteria. He stated that years two and three of the project would focus on performing vegetation maintenance on at least two of the sites identified in the project selection process. Mr. Loughran informed the committee that the total funding commitment of the project would be \$34,780.

Mr. Loughran noted that project benefits would include: removal of invasive species that compete with important native species and limit wildlife habitat, planting native species that provide critical wildlife habitat and water quality improvements, reduced erosion and bank stabilization through the installation of native plants, ensuring that previous restoration efforts are maintained, and leveraging additional funding and support through project definition and prioritization.

Mr. Loughran explained that many of the projects were more difficult than originally believed and noted that most were multi-year projects that required site preparation and ongoing maintenance. He stated that by developing an action plan, the Columbia Slough Vegetation Maintenance Project would allow staff to identify the need for projects, determine their feasibility, and prioritize them based on selection criteria. He added that in the past it had been difficult to find projects that were ready to implement for Airport Futures funding and explained that the project list would help resolve this issue by identifying high impact projects that were ready for funding and would result in the greatest benefit to the Slough.





Mr. Sloan noted that Government Island looked terrific and asked if the changes were helping support the PDX Wildlife Management team's work. Mr. Atwell explained that it was not directly related to the team's work, but stated that it was compatible with their goals. He stated that geese were flying over the site and not using it, which was the preferred outcome. Mr. Loughran noted that there were issues when the land on the island was being seeded, as it was more attractive to wildlife. Mr. Atwell explained that when land is converted, it becomes attractive to animals as they are interested in lush, small plants. He stated that now that the plants had grown, the situation had improved.

Mr. Glanville asked who was performing the labor on Government Island. Mr. Loughran explained that it was a combination of Port staff and a contractor who was in charge of seeding the island. He stated that Port staff planted the 50 acre site by hand. He informed the committee that in terms of the work on the Columbia Slough Watershed, the Council hired contracted labor and also worked with youth corps and volunteer groups. Mr. Loughran explained that Friends of Trees worked with Verde to take care of tree maintenance.

Mr. Glanville recommended that Port staff connect with volunteer groups at Mount Hood Community College, noting that they were a great organization to partner with.

Mr. Imperati asked for all those in favor of supporting the Natural Resource program recommendations of the ad hoc committee. The committee voted unanimously in favor of the recommendations.

#### Public Comment

There was none.

#### Break

#### Airport and Airfield Tour

The PDX CAC toured the airport and the airfield, stopping at the following seven information points:

#1: Mr. Daren Griffin, Director of Airport Operations, explained that the airport was involved in a period of major redevelopment to ensure that it stayed on the leading edge of airports nationwide. He noted that the suite of airport improvement projects, collectively known as PDX Next, would help PDX continue to provide award-winning comfort and convenience for travelers, operational efficiency, and safety and security. Mr. Griffin stated that Terminal Balancing and Terminal Core Redevelopment were two key PDX Next projects.

Mr. Griffin reported that Terminal Balancing would help balance the number of passengers using the north and south sides of the airport in order to increase the efficiency of airport operations, prolong the longevity of existing terminal facilities, and increase the level of service for passengers. He noted that the two largest air carriers at PDX, Alaska Air Group and Southwest Airlines, were currently





located on the south side of the airport terminal building, and as a result two-thirds of PDX passengers were using that side of the terminal.

Mr. Griffin informed the committee that to better balance passengers between the north and south concourses, Southwest Airlines would move from Concourse C to Concourse E. He explained that the project would extend Concourse E by about 700 feet and construct six new gates. He explained that construction activities would be designed to minimize impacts on travelers and airport tenants and added that the entire project budget was \$215 million, funded primarily by airlines serving PDX.

Mr. Griffin explained that the Terminal Core project focused on the existing ticket lobby, Oregon Market, security checkpoints, and baggage claim area. He stated that the Terminal Core Redevelopment program was a modernization of the core of PDX and was necessary to ensure sufficient capacity for future passenger demand, upgrade seismic resiliency, and replace aging systems and infrastructure.

#2: Mr. Sean Loughran indicated the area that would become a “Quick Turn Around” (QTA) facility and a relocated Port employee parking lot. He explained that the QTA project would modernize and increase the size of the existing facility while also remaining close to the existing rental car customer service area located in the lower levels of the PDX parking garage. Mr. Loughran noted that the new QTA would increase the number of fueling and vacuuming stations from 30 to 54 and car wash bays from five to 12. He stated that the space to queue vehicles waiting for service would increase from 120 cars to 170 and added that there would be a rental car parking deck above the QTA operations area.

Mr. Loughran reported that the existing Ground Transportation (GT) Hold Lot would move to a location along Air Cargo Road near 82nd Avenue (Information Point #3). He explained that the existing Port employee parking lot would be relocated to the vacated ground transportation hold lot and the rental car storage area displaced by the new QTA would move to the vacated employee parking lot. Mr. Loughran informed the committee that both relocated lots would be designed to City of Portland standards and their landscaping would follow City and Wildlife Habitat Management Plan sustainability and aviation safety principles.

#3: Mr. Loughran identified the area that would hold the new ground transportation hold lot (on the northern side) and PDX Travel Center (on the southern side). He explained that the ground transportation hold lot would be the staging area for taxis, town cars, Uber, Lyft, and tour buses. He stated that the PDX Travel Center would include an on-airport fuel station, a convenience store, fast food, coffee, and a new cell phone waiting area to meet the needs of the PDX community.

Mr. Loughran added that adjacent to this area to the west was a construction staging area. He noted that to the east, the 82nd and Airport Way Interchange project would provide a grade separated crossing.







#4: Mr. Loughran informed the committee that more than 700 acres of land, including a major portion of the PDX airfield as well as several smaller non-Port of Portland-owned properties south of the airport drained into a large drainage district called McBride Slough. He stated that from McBride Slough, the water drained through an approximately 1,000 ft. long, 60 in. diameter pipe into the Columbia Slough. Mr. Loughran noted that the existing pipe was installed in 1936 and was now past its expected useful life and showing signs of impending failure.

Mr. Loughran reported that a full failure and blockage of the pipe could result in widespread flooding of McBride Slough and the PDX airfield, which would impact both major runways and terminal access, as there was no other outlet from the basin. He explained that because the Port did not own the pipe or the land it was located on, and the pipe was located immediately adjacent to buildings underneath a business park, repair or replacement of the pipe by the Port in its current location was not feasible.

Mr. Loughran stated that because of the risk posed to the airport in case the existing pipe were to fail, the Port decided to construct a new pipe that would assure proper drainage of the airfield independent of the existing pipe. He explained that the selected routing of the new pipe would be through the former Colwood golf course, which was currently being developed as the new United States Post Office hub. Mr. Loughran noted that access to the land for construction and pipe placement was being provided under an easement.

#5: Mr. Loughran announced that the Oregon Air National Guard (ORANG) would be reconstructing their main entrance in the summer of 2017. He explained that the new design would provide much more room to allow drivers to wait off of Cornfoot Road for their turn to be inspected before entering the base. He noted that enhanced security measures would also be added. Mr. Loughran added that the design would also take into account a two-way bicycle and walking path envisioned for the north side of the road.

#6: Mr. Loughran informed the committee that Ameriflight, a charter airline specializing in high priority cargo shipments, primarily as a United Parcel Service (UPS) feeder service with limited bank mail shipments, had been in business at PDX since 1982. He reported that until their new facility opened in 2015, they had leased a 1940s era hangar complex. Mr. Loughran explained that the Port and Ameriflight, together with Ameriflight's partners, Triangle Aviation RDD and PDX Air Venture, LLC, proposed that the development of the new hangar and related facilities be located at the Air Trans Center (ATC) on the south side of the airport. Mr. Loughran noted that the new location was ideal for Ameriflight as it was in close proximity to Ameriflight's primary customer UPS. Mr. Loughran reported that the facility included a 15,000 sq. ft. aircraft maintenance hangar, 3,000 sq. ft. of office space, and 85,000 sq. ft. of airfield ramp.





#7: Mr. Loughran identified the upcoming Atlantic Aviation development, that would consist of a new Business Aviation Terminal approximately 12,000 sq. ft. in size. He explained that each side of the new terminal would be an approximately 40,000 sq. ft. hangar facility including aircraft storage areas, offices, and support space. Mr. Loughran noted that a support facility for maintenance and ground support equipment was also planned.

Meeting Wrap Up

Mr. Imperati thanked the committee and each of the presenters. He asked committee members to fill out their meeting evaluation forms and reminded them that the next PDX CAC meeting would be held on January 18, 2017 at the PDX Conference Center.

Mr. Imperati adjourned at meeting at 3:37 pm.

**NOTE: These meeting notes will be updated and approved at the January 18, 2017 PDX CAC meeting. Please see the "Meeting Notes Approval" section in the January 2017 notes for any additions, subtractions, or corrections to these notes.**

**PDX COMMUNITY ADVISORY COMMITTEE MEETING #20**

**10.19.16      13 Evaluation Forms**

	Too Slow	Just Right	Too Fast	No Answer		
<b>1. PACING</b>	1	9	2	1		
	Poor	Fair	Good	Very Good	Excellent	No Answer
<b>2. OVERALL MTG QUALITY</b>				4	4	5
<b>3. PRESENTATIONS</b>			2	7	4	





<b>4. DOCUMENTS</b>	2	7	4
<b>5. DISCUSSION</b>	2	6	5

**6. MOST USEFUL?**

- Sam (same commenter that said Sam for least useful)
- Natural resources presentation and support materials were detailed and informative. The tour was excellent! (Dan Moeller)
- Great tour!
- Tour/Sean (Ron Glanville)
- Tour (Katie Larsell)
- The tour was excellent (Joe Smith)
- Tour (Adam Hons)
- Tour - very useful to provide from time to time. I learned new things even though it was my 4th or 5th tour. Thanks to those who planned our tour. (Walt Evans)
- Tour!
- The tour. The thinking behind animal control.

**7. LEAST USEFUL?**

- Sam (same commenter that said Sam for most useful)

**8. COMMENTS, SUGGESTIONS, QUESTIONS**

- Great meeting!
- Loved the tour! (Tina Burke)

